Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport URMM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn rwy 12/30 clsd for acft with low-mounted engines.

URMM (Mineralnyye Vody)

General Info

Mineralnyye Vody, RUS
N 44° 13.5' E 43° 05.0' Mag Var: 5.6°E
Elevation: 1054'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 12-30 12795' x 197' concrete

Runway 12 (117.0°M) TDZE 1043'
Lights: Edge, ALS, Centerline, TDZ
Runway 30 (297.0°M) TDZE 1046'
Lights: Edge, ALS, Centerline

Communications Info

ATIS **127.4** Non-English
ATIS **125.25**
Mineralnyye Vody Start Tower **128.0**
Mineralnyye Vody Taxiing Ground Control **121.9**
Mineralnyye Vody Approach Control **119.3**
Mineralnyye Vody Krug Radar **120.7**

Notebook Info

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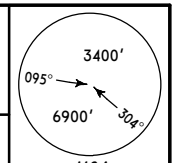
URMM/MRV MINERALNYYE VODY, RUSSIA

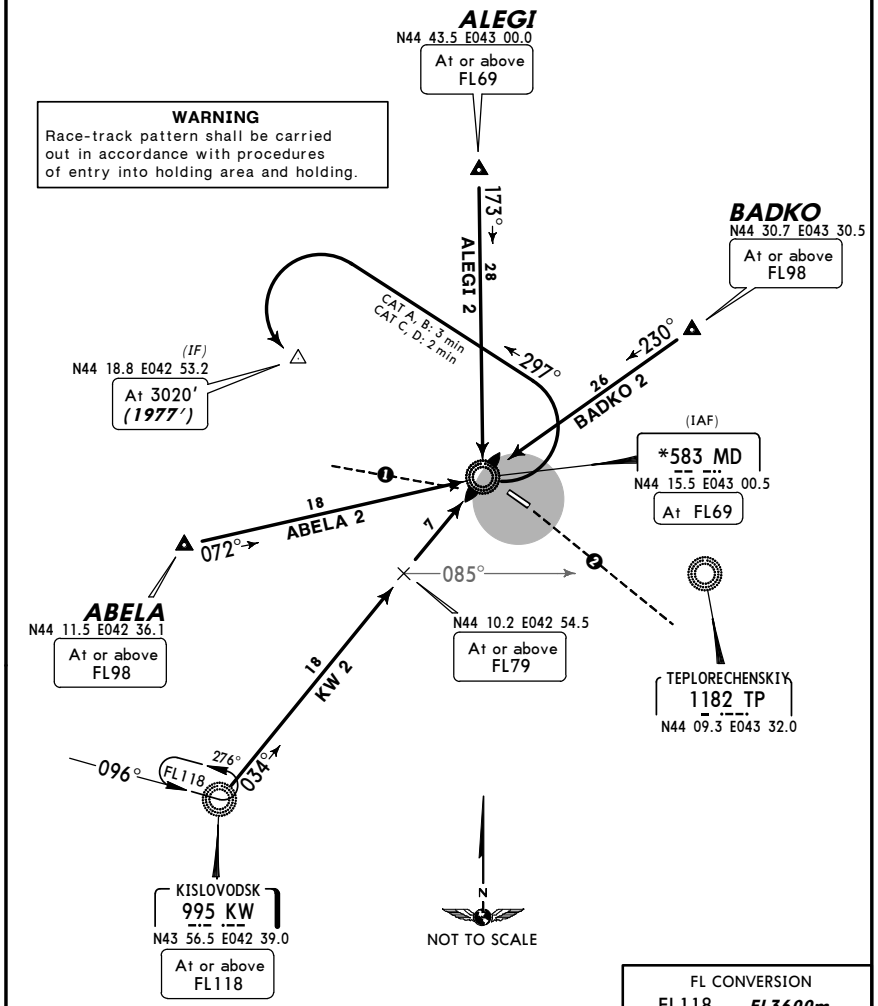
MINERALNYYE VODY — JEPPESEN — 11 SEP 09 — 10-2 — STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3297′)***



MSA
MD Lctr

ABELA 2, ALEGI 2, BADKO 2, KW 2
RWY 12 ARRIVALS



1 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
2 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

FL CONVERSION	
FL118	***FL3600m***
FL98	***FL3000m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3297′ - 1000m)***
3020′	***(1977′ - 600m)***

CHANGES: ATIS.

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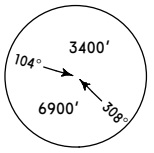
URMM/MRV MINERALNYYE VODY, RUSSIA

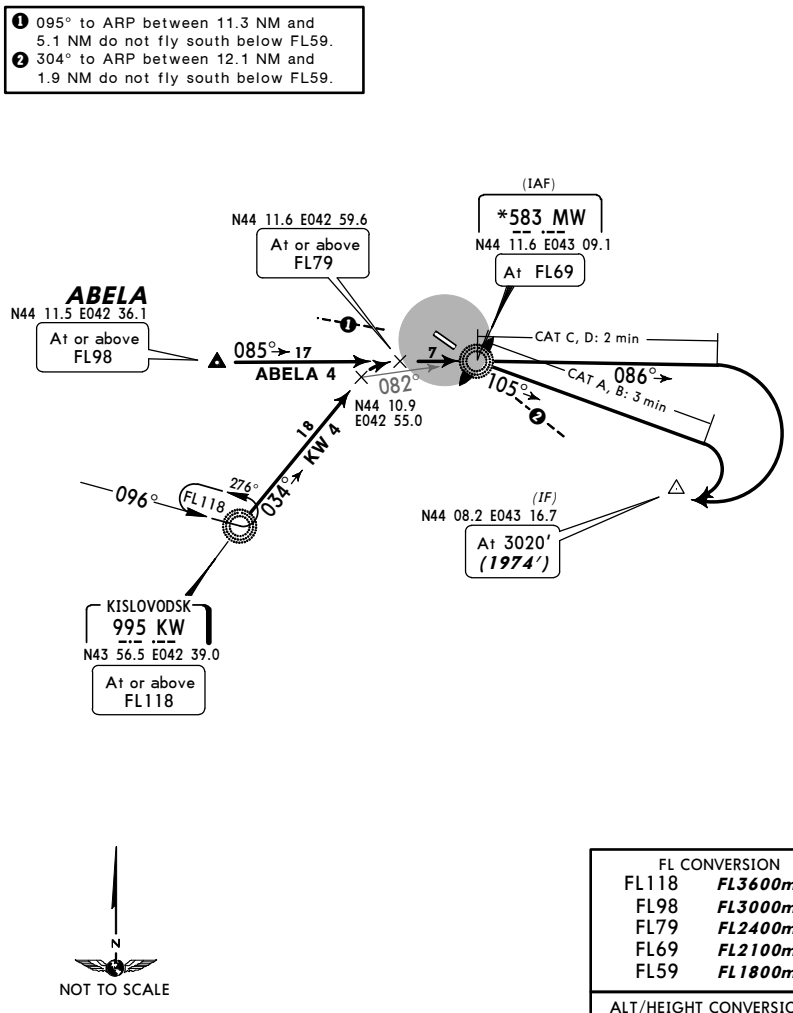
MINERALNYYE VODY — JEPPESEN — 11 SEP 09 — 10-2A — STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***



MSA
MW Lctr

ABELA 4, KW 4
RWY 30 ARRIVALS



FL CONVERSION	
FL118	***FL3600m***
FL98	***FL3000m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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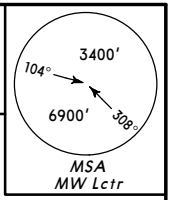
URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

11 SEP 09 (10-2B)

STAR

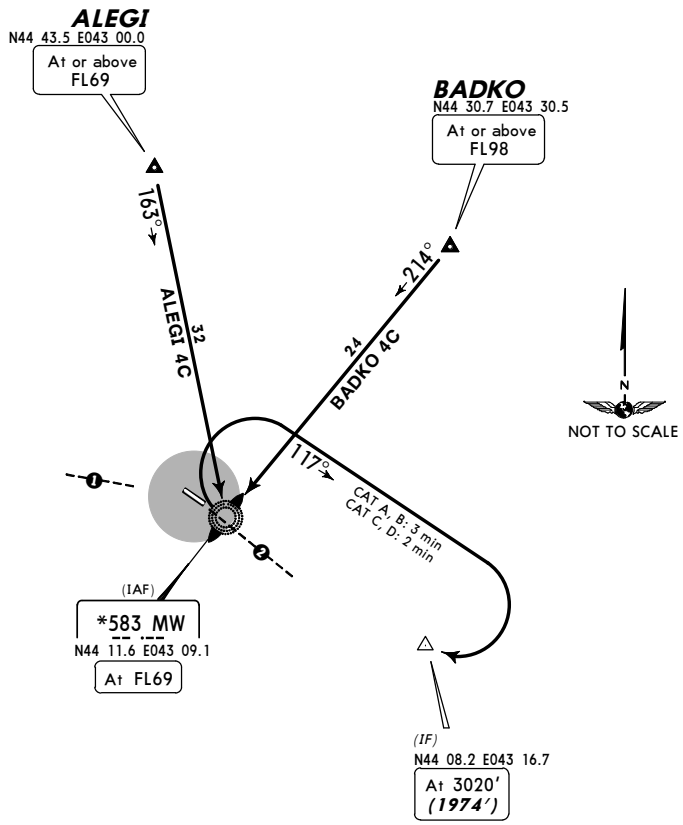
ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***



MSA
MW Lctr

ALEGI 4C *[ALEG4C]*
BADKO 4C *[BADK4C]*
RWY 30 ARRIVALS

WARNING
Race-track pattern shall be carried out in accordance with procedures of entry into holding area and holding.



FL CONVERSION	
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

CHANGES: ATIS.

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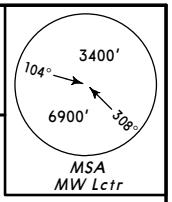
URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

11 SEP 09 (10-2C)

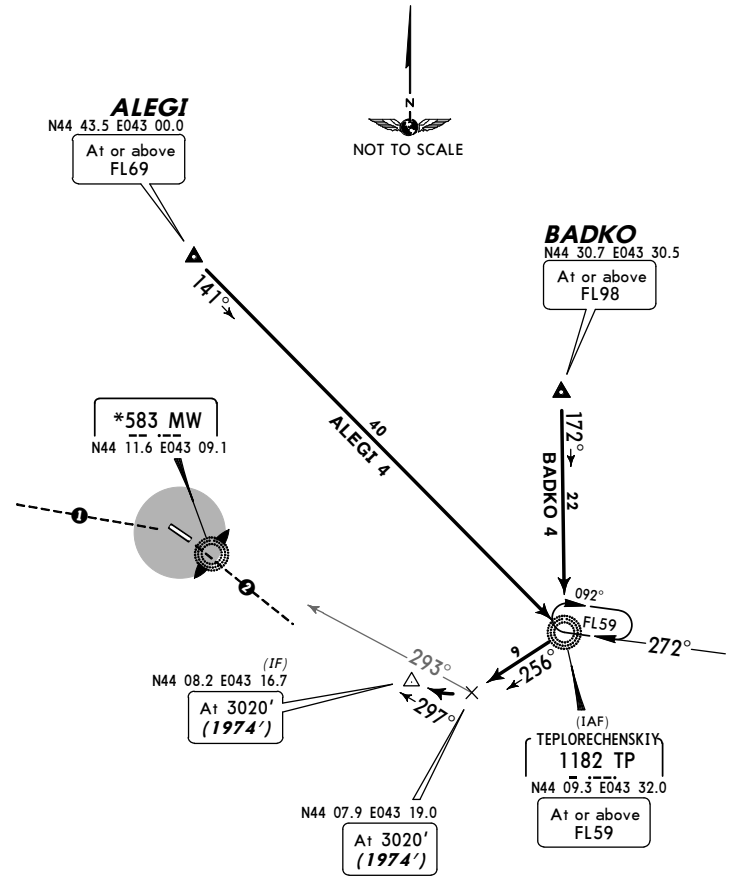
STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***



MSA
MW Lctr

ALEGI 4, BADKO 4
RWY 30 ARRIVALS



❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

FL CONVERSION	
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

11 SEP 09 (10-2D)

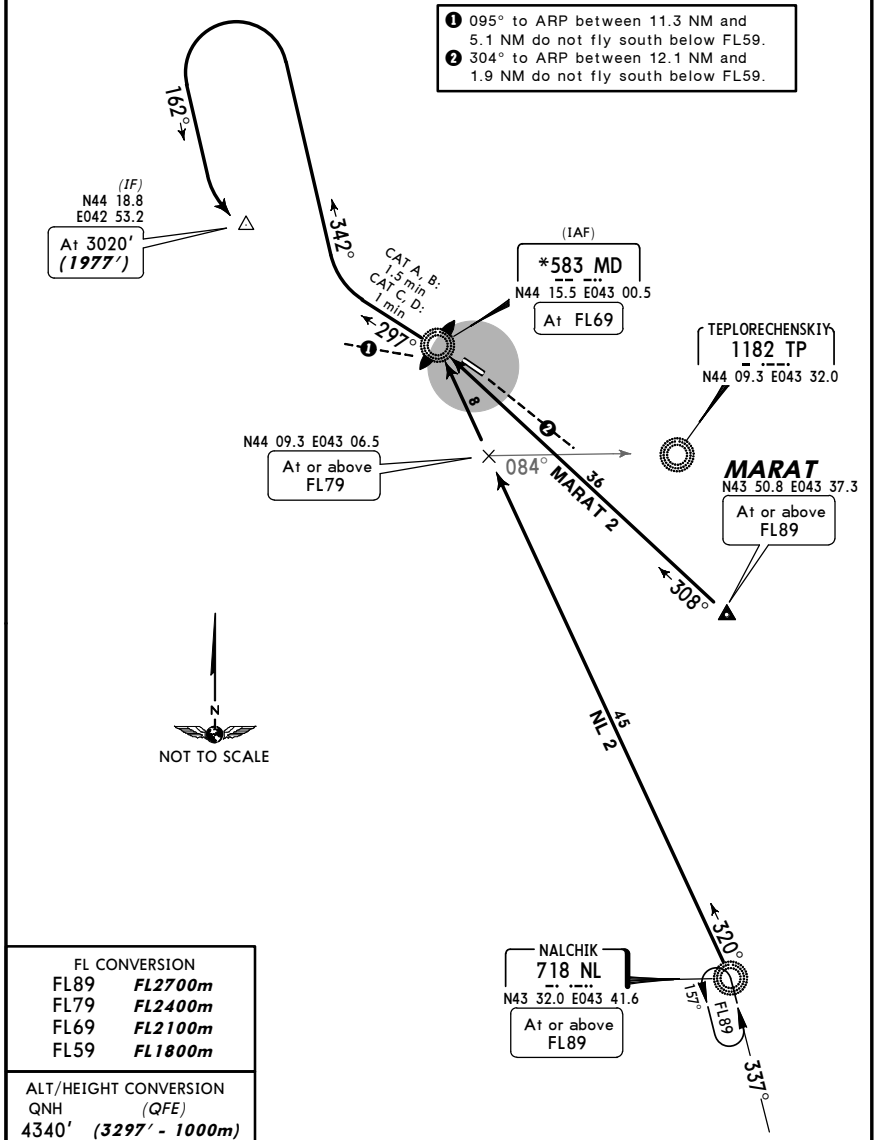
STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3297′)***

MSA
MD Lctr
3400′
095°
304°
6900′

MARAT 2, NL 2
RWY 12 ARRIVALS

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.



FL CONVERSION	
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3297′ - 1000m)***
3020′	***(1977′ - 600m)***

CHANGES: ATIS.

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URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

11 SEP 09 (10-2E)

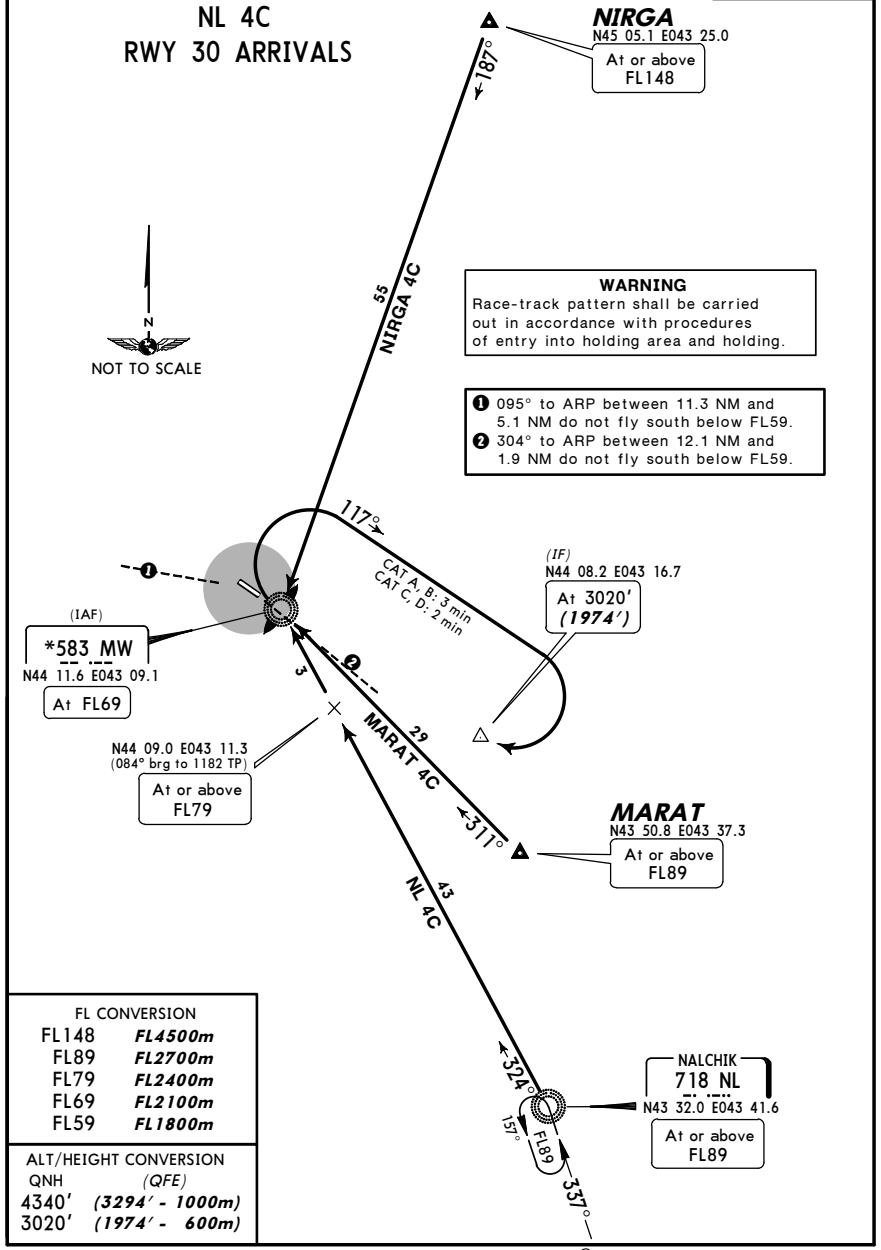
STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***

MSA
MW Lctr
3400′
104°
308°
6900′

MARAT 4C *[MARA4C]*
NIRGA 4C *[NIRG4C]*
NL 4C
RWY 30 ARRIVALS

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.



FL CONVERSION	
FL148	***FL4500m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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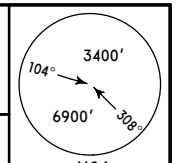
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

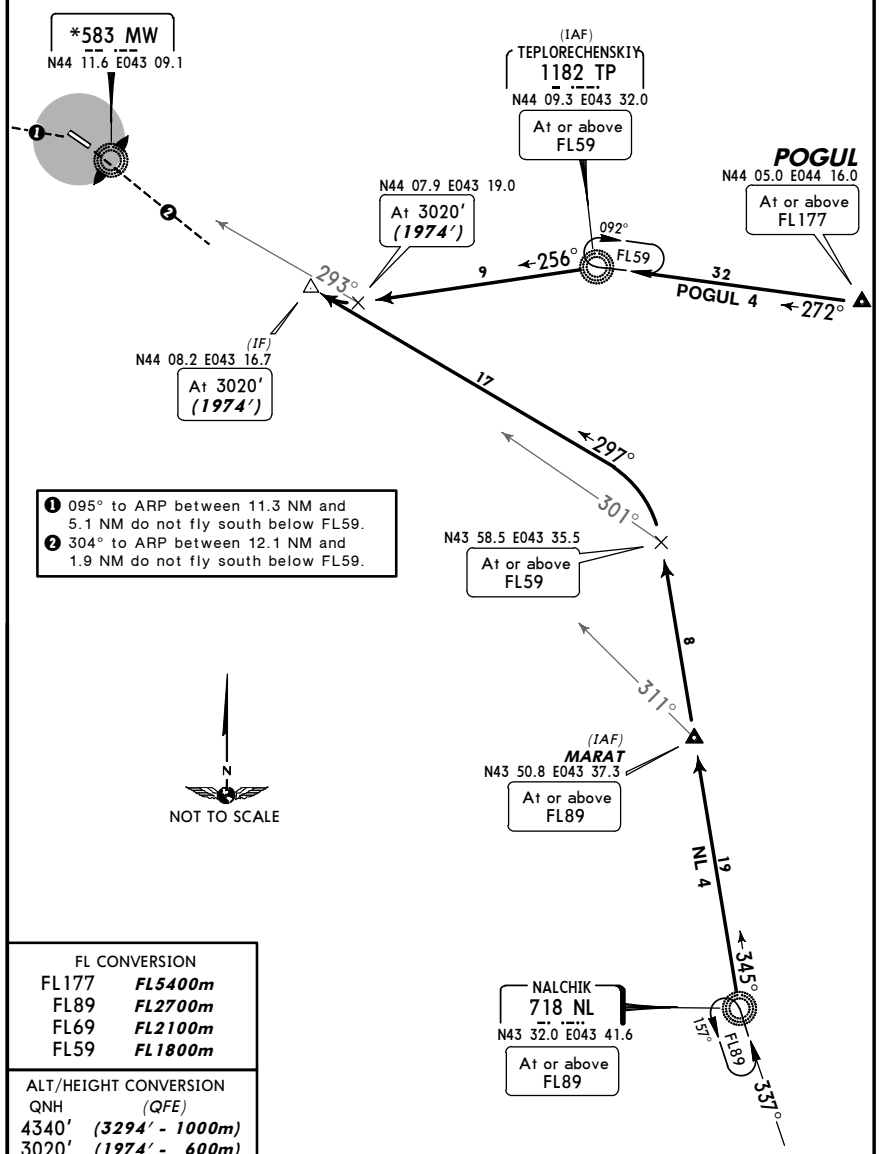
JEPPESEN 11 SEP 09 (10-2F) Eff 24 Sep

STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***



NL 4, POGUL 4
RWY 30 ARRIVALS



❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

FL CONVERSION	
FL177	***FL5400m***
FL89	***FL2700m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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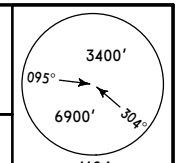
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

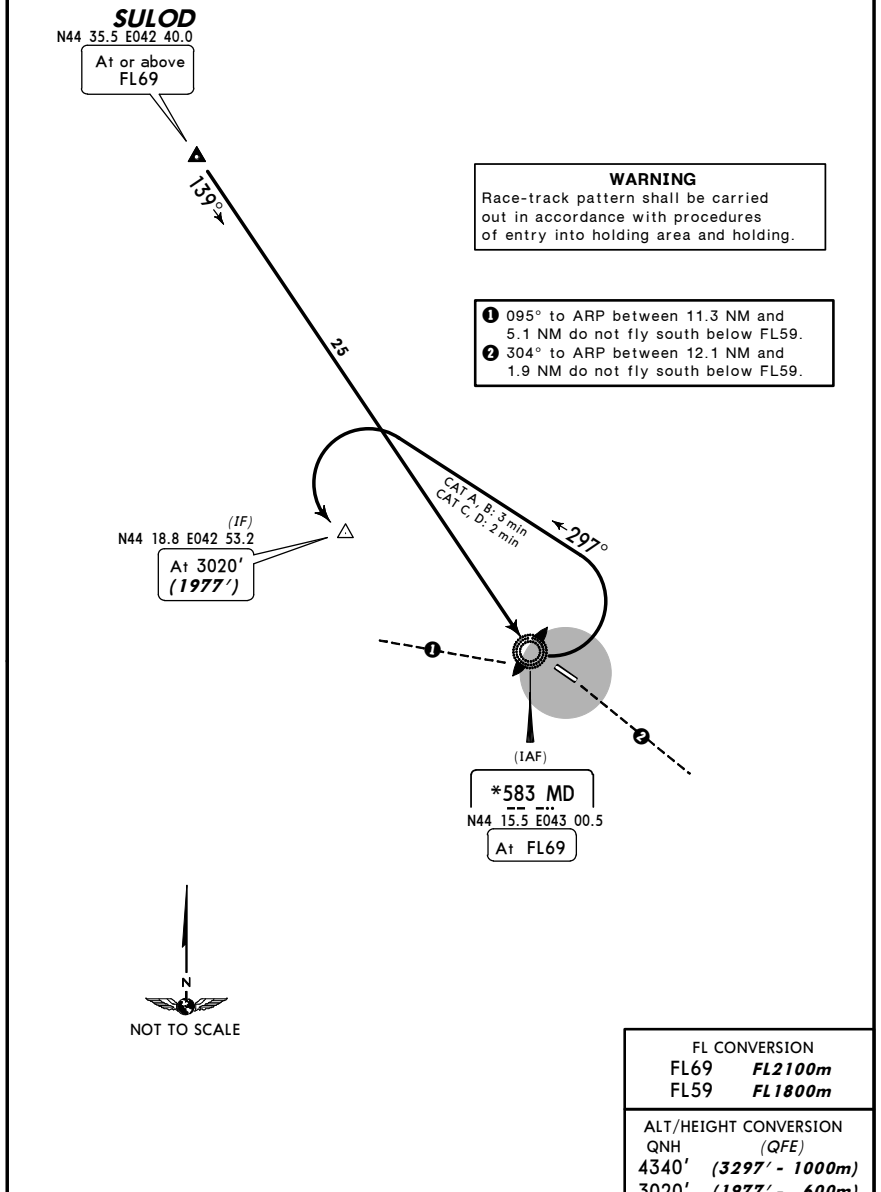
JEPPESEN 11 SEP 09 (10-2G) Eff 24 Sep

STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3297′)***



SULOD 2
RWY 12 ARRIVAL



WARNING
Race-track pattern shall be carried out in accordance with procedures of entry into holding area and holding.

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3297′ - 1000m)***
3020′	***(1977′ - 600m)***

CHANGES: ATIS.

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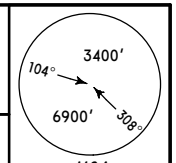
URMM/MRV MINERALNYYE VODY, RUSSIA

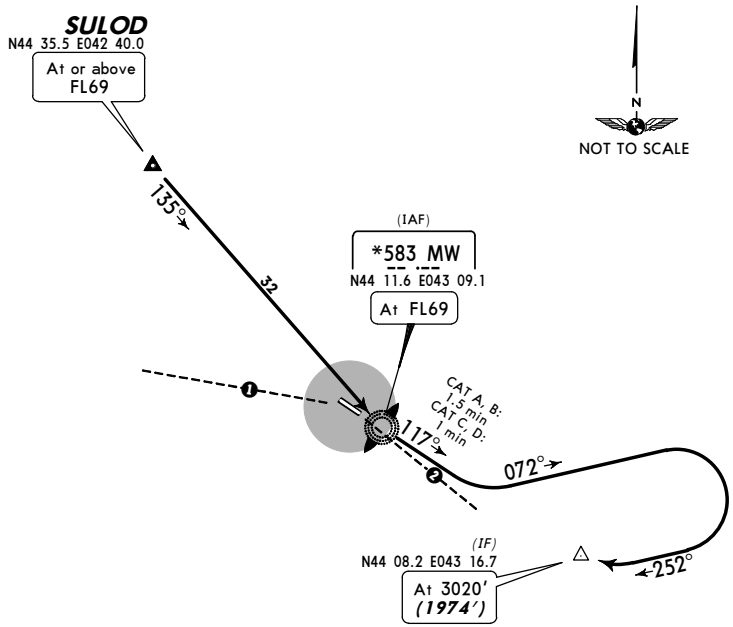
MINERALNYYE VODY — JEPPESEN — 11 SEP 09 — (10-2H) — STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***



MSA
MW Lctr

SULOD 4
RWY 30 ARRIVAL



❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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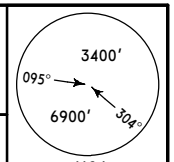
URMM/MRV MINERALNYYE VODY, RUSSIA

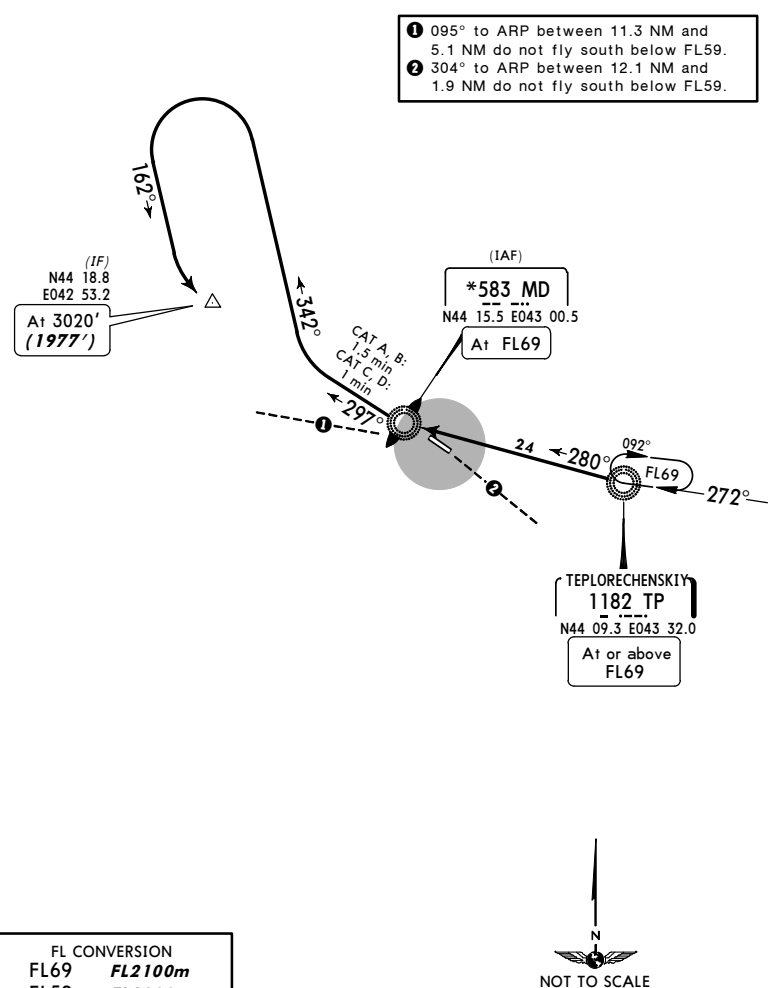
MINERALNYYE VODY — JEPPESEN — 11 SEP 09 — (10-2J) — STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3297′)***



MSA
MD Lctr

TP 2
RWY 12 ARRIVAL



FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3297′ - 1000m)***
3020′	***(1977′ - 600m)***

CHANGES: ATIS.

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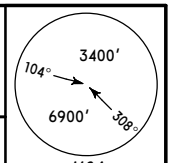
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

JEPPESEN 11 SEP 09 (10-2K) Eff 24 Sep STAR

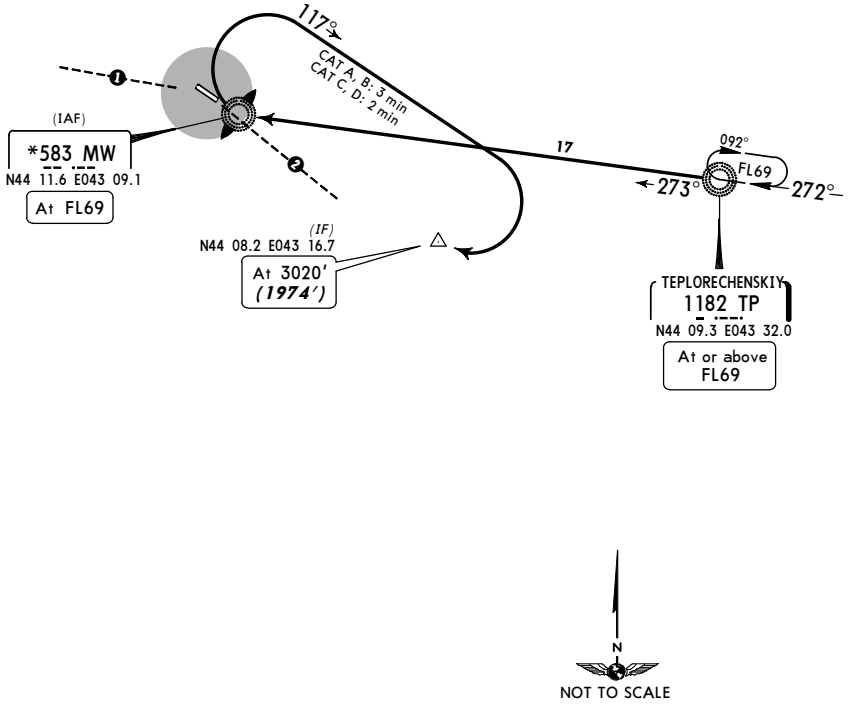
ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3294′)***



TP 4C
RWY 30 ARRIVAL

WARNING
Race-track pattern shall be carried out in accordance with procedures of entry into holding area and holding.

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.



FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3294′ - 1000m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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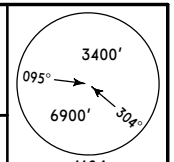
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

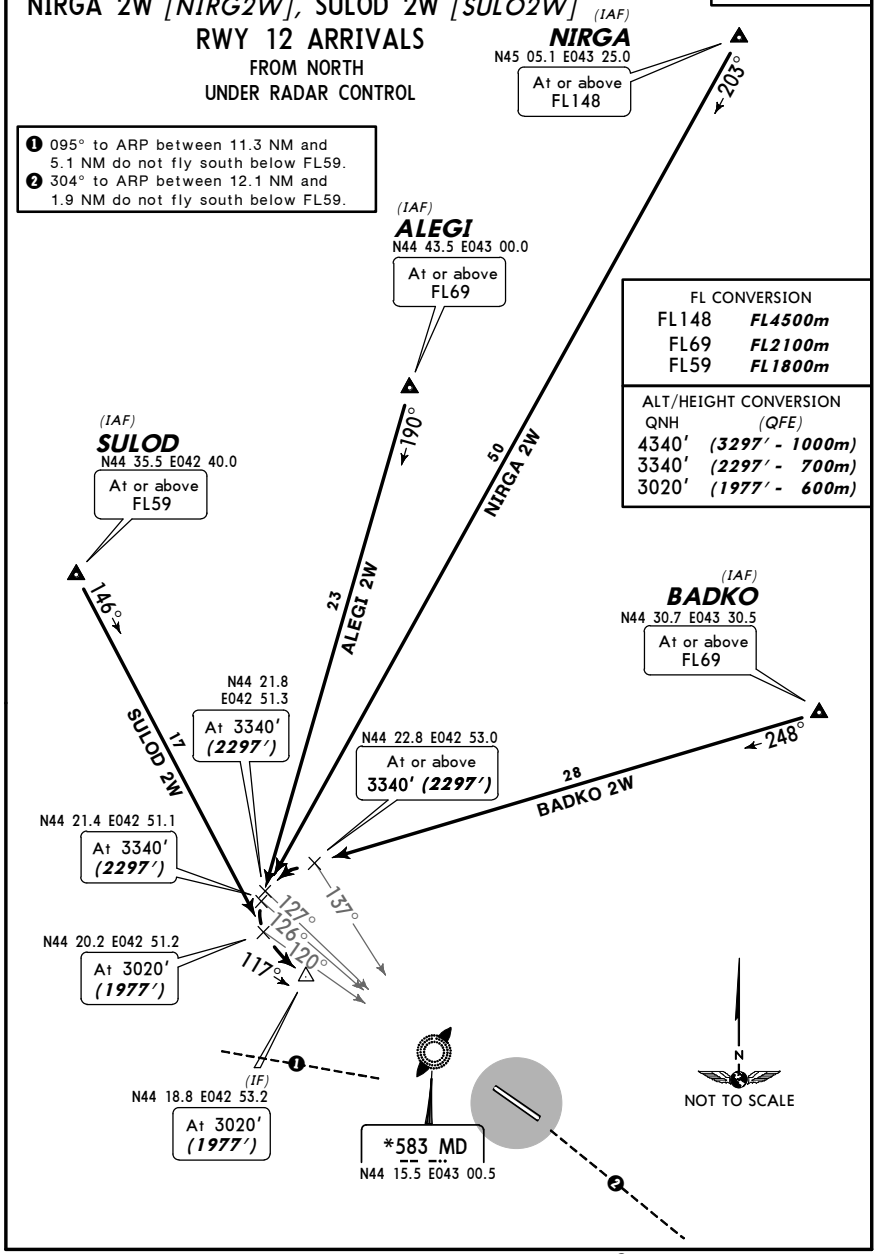
JEPPESEN 11 SEP 09 (10-2L) Eff 24 Sep STAR

ATIS	Apt Elev	
125.25 (Russian 127.4)	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ ***(3297′)***



ALEGI 2W *[ALEG2W]*, BADKO 2W *[BADK2W]*
NIRGA 2W *[NIRG2W]*, SULOD 2W *[SULO2W]*
RWY 12 ARRIVALS
FROM NORTH
UNDER RADAR CONTROL

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.



FL CONVERSION	
FL148	***FL4500m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	***(3297′ - 1000m)***
3340′	***(2297′ - 700m)***
3020′	***(1977′ - 600m)***

CHANGES: STAR BADKO 2W crossings; ATIS.

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URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

JEPPESEN 11 SEP 09 (10-2M) Eff 24 Sep STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ *(3294′)*
125.25 (Russian 127.4)	1054′	

MSA MW Lctr: 3400′ (104°–308°), 6900′

ALEGI 4W *[ALEG4W]*, BADKO 4W *[BADK4W]* NIRGA 4W *[NIRG4W]*, SULOD 4W *[SULO4W]*
RWY 30 ARRIVALS
FROM NORTH
UNDER RADAR CONTROL

FL CONVERSION	
FL148	*FL4500m*
FL69	*FL2100m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	*(3294′ - 1000m)*
3350′	*(2304′ - 700m)*
3020′	*(1974′ - 600m)*

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

(IAF) **NIRGA** N45 05.1 E043 25.0 — At or above FL148
(IAF) **ALEGI** N44 43.5 E043 00.0 — At or above FL69
(IAF) **SULOD** N44 35.5 E042 40.0 — At or above FL59
(IAF) **BADKO** N44 30.7 E043 30.5 — At or above FL69

176° / NIRGA 4W 56 / 149° ALEGI 4W 37 / 123° SULOD 4W 38 / 191° BADKO 4W 23

N44 11.6 E043 20.4 — At or above 3350′ *(2304′)*
*583 MW N44 11.6 E043 09.1
265° 275° 278° 282°
N44 10.2 E043 21.7 — At or above 3350′ *(2304′)*
N44 09.6 E043 21.4 — At or above 3350′ *(2304′)*
(IF) N44 08.2 E043 16.7 — At 3020′ *(1974′)* 297°
N44 09.0 E043 21.2 — At or above 3350′ *(2304′)*

N NOT TO SCALE

CHANGES: Crossing altitude at BADKO; ATIS.

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URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

JEPPESEN 11 SEP 09 (10-2N) Eff 24 Sep STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4340′ *(3297′)*
125.25 (Russian 127.4)	1054′	

MSA MD Lctr: 3400′ (095°–304°), 6900′

KW 2W, NL 2W, PR 2W, TP 2W
RWY 12 ARRIVALS
FROM EAST, SOUTH & WEST
UNDER RADAR CONTROL

FL CONVERSION	
FL167	*FL5100m*
FL118	*FL3600m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4340′	*(3297′ - 1000m)*
3340′	*(2297′ - 700m)*
3020′	*(1977′ - 600m)*

❶ 095° to ARP between 11.3 NM and 5.1 NM do not fly south below FL59.
❷ 304° to ARP between 12.1 NM and 1.9 NM do not fly south below FL59.

(IAF) TEPLORECHENSKIY 1182 TP N44 09.3 E043 32.0 — At or above FL59
(IAF) NALCHIK 718 NL N43 32.0 E043 41.6 — At or above FL89
(IAF) *583 MD N44 15.5 E043 00.5 — At FL69
(IAF) KISLOVODSK 995 KW N43 56.5 E042 39.0 — At or above FL118
(IAF) PEREDOVAYA 1210 PR N44 07.0 E041 28.0 — At or above FL167
(IF) N44 18.8 E042 53.2 — At 3020′ *(1977′)*

N44 22.7 E042 55.2 — At or above 3340′ *(2297′)*
N44 21.7 E042 57.3 — At or above 3340′ *(2297′)*
N44 09.3 E043 06.5 — At or above FL79
N44 19.7 E042 50.3 — At or above 3340′ *(2297′)*
N44 18.5 E042 48.4 — At or above 3340′ *(2297′)*
N44 10.9 E042 45.2 — At or above FL79

272° 092° FL59 291° 30 TP 2W 320° 45 NL 2W 8 6 335° 147° 117° 114° 103° 290° 8 KW 2W 15 012° FL118 276° 096° 60 PR 2W 192°

HOLDING OVER NL: FL89, 337°, 157°

N NOT TO SCALE

CHANGES: STARs NL 2W & TP 2W crossings; ATIS.

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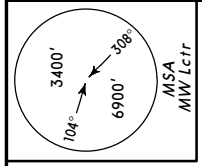
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY — JEPPESEN — 11 SEP 09 — 10-2P — Eff 24 Sep — STAR

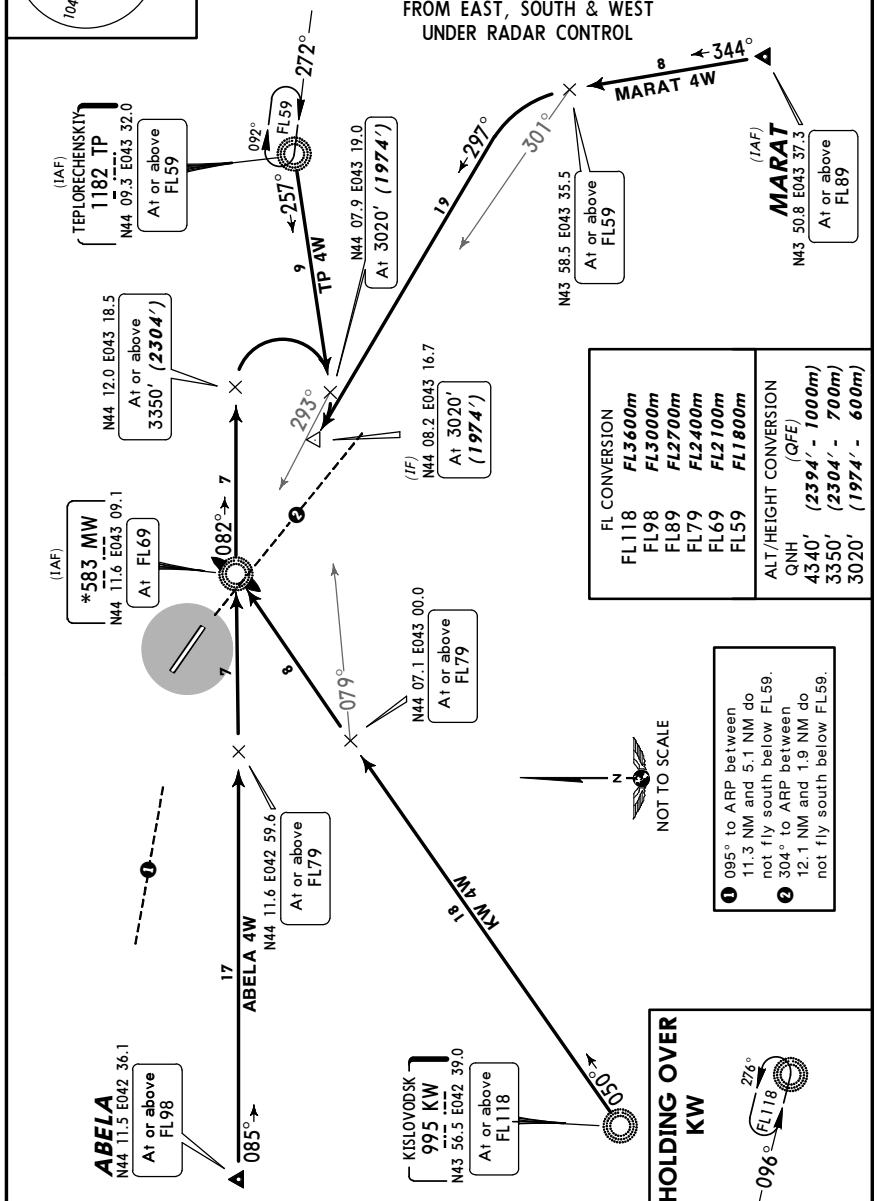
ATIS 125.25 (Russian 127.4)

Apt Elev 1054′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4340′ ***(3294′)***



ABELA 4W *[ABEL4W]*, MARAT 4W *[MARA4W]*
KW 4W, TP 4W
RWY 30 ARRIVALS
FROM EAST, SOUTH & WEST
UNDER RADAR CONTROL



FL CONVERSION	
FL118	***FL3600m***
FL98	***FL3000m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4340′	***(2394′ - 1000m)***
3350′	***(2304′ - 700m)***
3020′	***(1974′ - 600m)***

CHANGES: ATIS.

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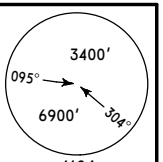
URMM/MRV MINERALNYYE VODY, RUSSIA

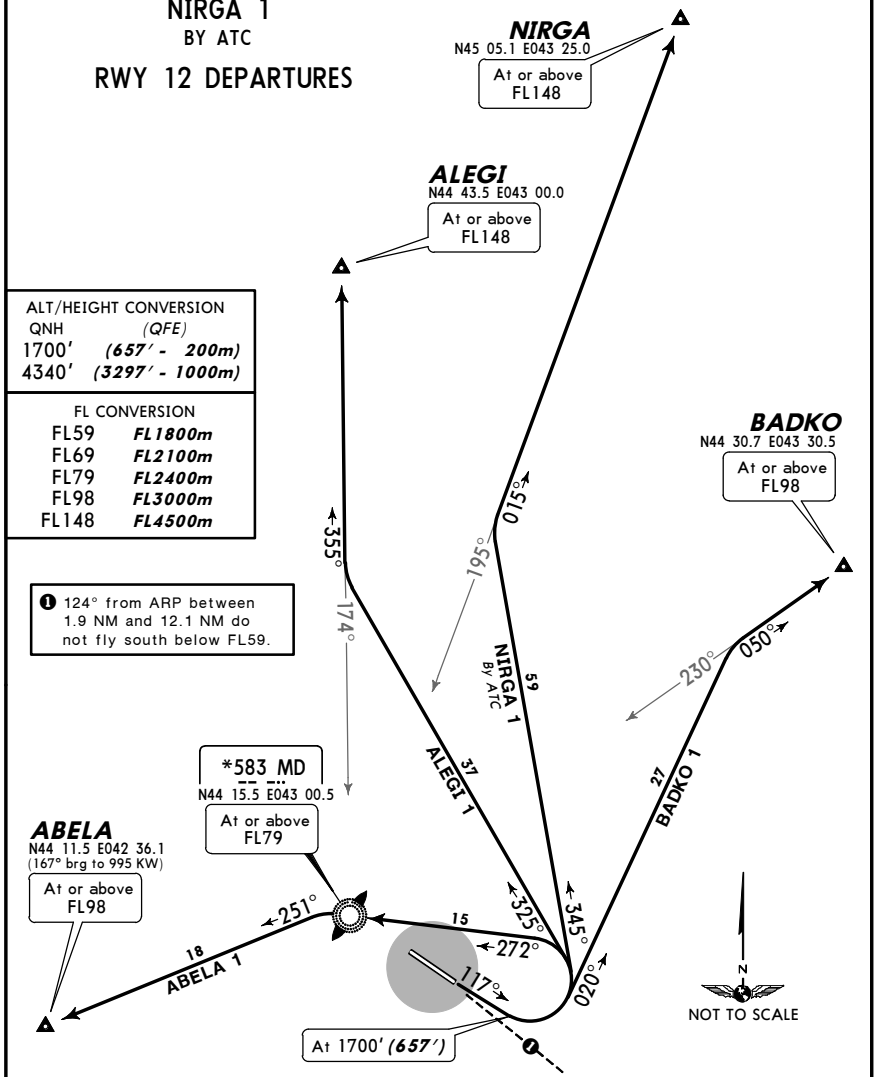
MINERALNYYE VODY — JEPPESEN — 17 JUL 09 — 10-3 — Eff 30 Jul — SID

Apt Elev 1054′

QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704 mm (938.6 hPa)
Trans alt: 4340′ ***(3297′)***
Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



ABELA 1, ALEGI 1, BADKO 1
NIRGA 1
BY ATC
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION QNH	(QFE)
1700′	***(657′ - 200m)***
4340′	***(3297′ - 1000m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL98	***FL3000m***
FL148	***FL4500m***

1 124° from ARP between 1.9 NM and 12.1 NM do not fly south below FL59.

These SIDs require minimum climb gradients of
ABELA 1: 510′ per NM (8.4%) until MD.
ALEGI 1: 377′ per NM (6.2%).
BADKO 1: 334′ per NM (5.5%).
NIRGA 1: 237′ per NM (3.9%) .
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	851	1276	1701	2127	2552
377′ per NM	471	628	942	1256	1570	1884
334′ per NM	418	557	835	1114	1392	1671
237′ per NM	296	395	592	790	987	1185

CHANGES: Radar vectoring departures withdrawn; Trans alt raised.

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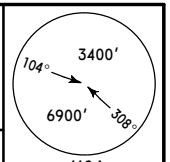
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY 17 JUL 09 (10-3A) Eff 30 Jul SID

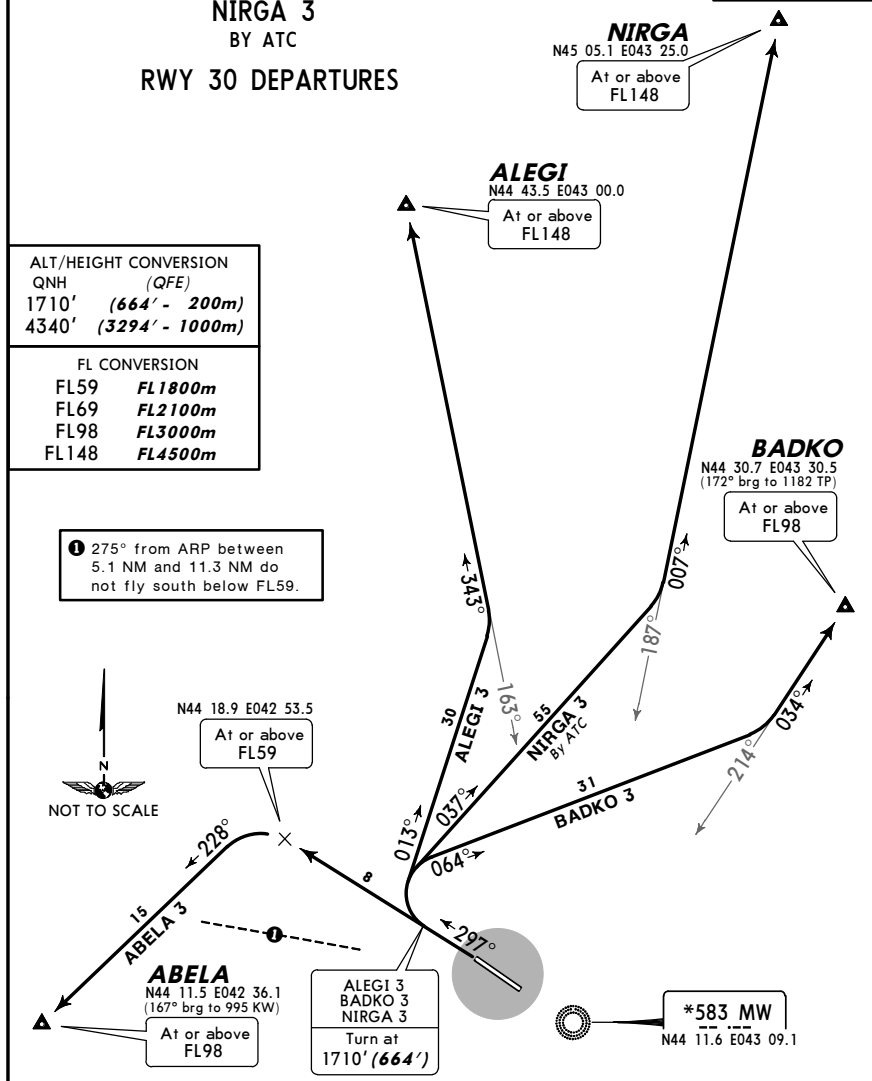
JEPPESEN

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4340′ ***(3294′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



ABELA 3, ALEGI 3, BADKO 3
NIRGA 3
BY ATC

RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1710′	***(664′ - 200m)***
4340′	***(3294′ - 1000m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL148	***FL4500m***

These SIDs require minimum climb gradients of
ABELA 3: 547′ per NM (9%) until N44 18.9 E042 53.5.
ALEGI 3: 468′ per NM (7.7%).
BADKO 3: 304′ per NM (5%).
NIRGA 3: 249′ per NM (4.1%) .
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
468′ per NM	585	780	1170	1560	1949	2339
304′ per NM	380	506	760	1013	1266	1519
249′ per NM	311	415	623	830	1038	1246

CHANGES: Radar vectoring departures withdrawn; Trans alt raised.

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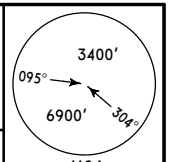
URMM/MRV MINERALNYYE VODY, RUSSIA

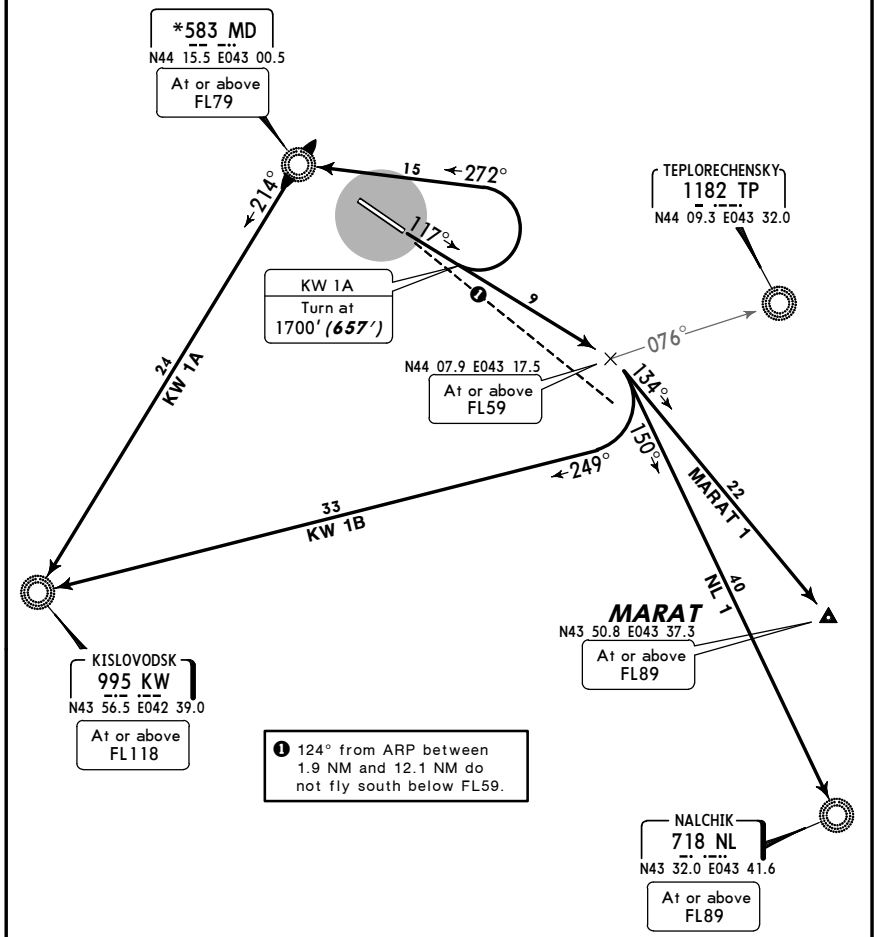
MINERALNYYE VODY 17 JUL 09 (10-3B) Eff 30 Jul SID

JEPPESEN

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4340′ ***(3297′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



KW 1A, KW 1B, MARAT 1, NL 1
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1700′	***(657′ - 200m)***
4340′	***(3297′ - 1000m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL89	***FL2700m***
FL118	***FL3600m***

NOT TO SCALE

These SIDs require a minimum climb gradient of

KW 1A
510′ per NM (8.4%) until MD.

KW 1B, MARAT 1, NL 1
510′ per NM (8.4%) until N44 07.9 E043 17.5.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	851	1276	1701	2127	2552

If unable to comply advise ATC.

CHANGES: Trans alt raised.

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URMM/MRV
MINERALNYYE VODY

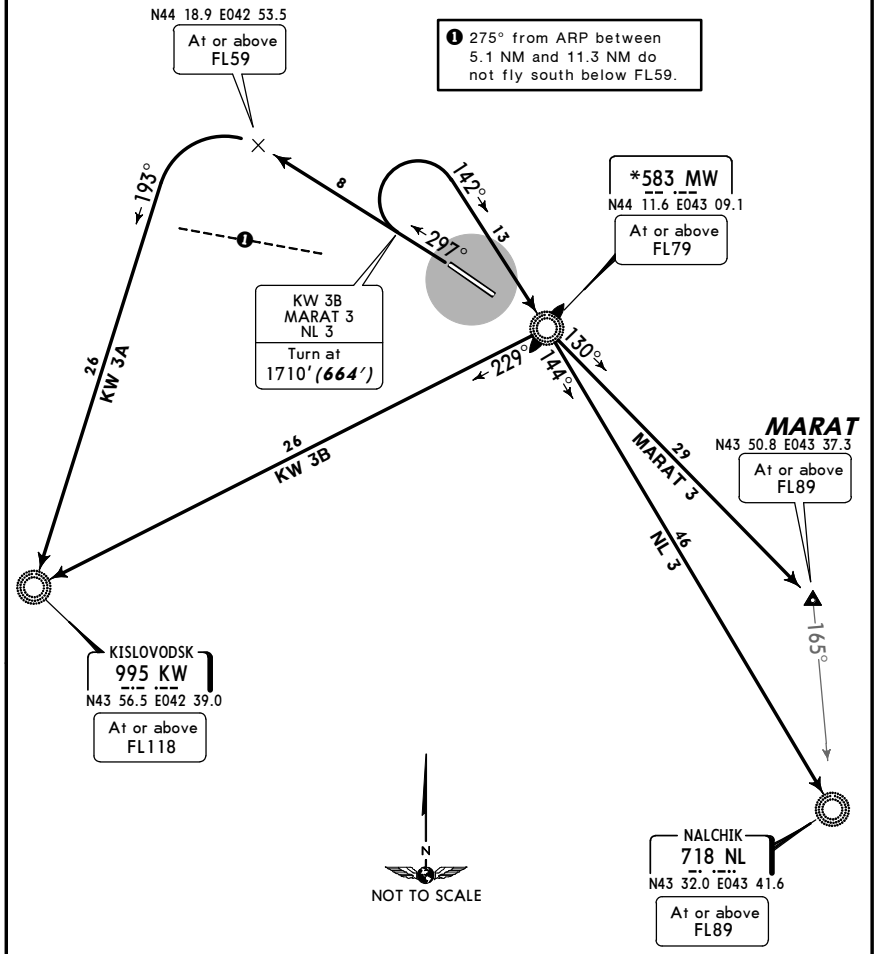
JEPPESEN MINERALNYYE VODY, RUSSIA

17 JUL 09 (10-3C) Eff 30 Jul SID

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4340′ ***(3294′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.

MSA
MW Lctr
104° 3400′
6900′ 308°

KW 3A, KW 3B, MARAT 3, NL 3
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1710′	***(664′ - 200m)***
4340′	***(3294′ - 1000m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL89	***FL2700m***
FL118	***FL3600m***

These SIDs require minimum climb gradients of

KW 3A
547′ per NM (9%) until N44 18.9 E042 53.5.

KW 3B, MARAT 3, NL 3
529′ per NM (8.7%) until MW.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
529′ per NM	661	881	1322	1762	2203	2643

If unable to comply advise ATC.

CHANGES: Trans alt raised.

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URMM/MRV
MINERALNYYE VODY

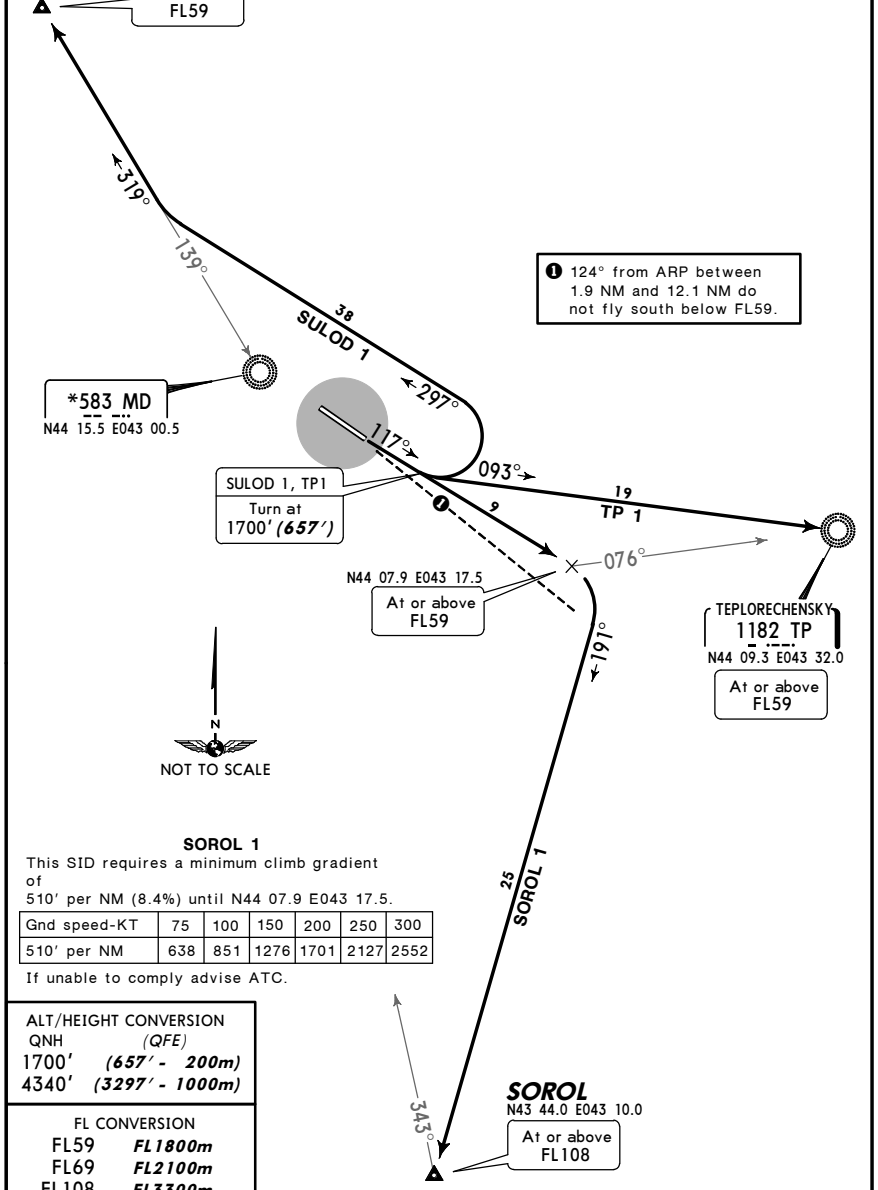
JEPPESEN MINERALNYYE VODY, RUSSIA

17 JUL 09 (10-3D) Eff 30 Jul SID

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4340′ ***(3297′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.

MSA
MD Lctr
095° 3400′
6900′ 304°

SOROL 1, SULOD 1, TP 1
RWY 12 DEPARTURES



SOROL 1
This SID requires a minimum climb gradient of
510′ per NM (8.4%) until N44 07.9 E043 17.5.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	851	1276	1701	2127	2552

If unable to comply advise ATC.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1700′	***(657′ - 200m)***
4340′	***(3297′ - 1000m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL108	***FL3300m***

CHANGES: Radar vctoring departure withdrawn; Trans alt raised.

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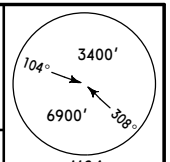
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY 17 JUL 09 (10-3E) Eff 30 Jul SID

Apt Elev 1054′

QNH on request (QFE)
Trans level: FL59
FL69 if pressure is less than 704 mm (938.6 hPa)
Trans alt: 4340′ *(3294′)*
Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



PR 3
BY ATC

SOROL 3, SULOD 3, TP 3
RWY 30 DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
1710′	*(664′ - 200m)*
4340′	*(3294′ - 1000m)*

FL CONVERSION

FL59	*FL1800m*
FL69	*FL2100m*
FL79	*FL2400m*
FL108	*FL3300m*
FL177	*FL5400m*

SULOD
N44 35.5 E042 40.0
At or above FL59

27 SULOD 3 314°

134°

324°

N44 18.9 E042 53.5
At or above FL59

253°

63 PR 3 By ATC

8

107°

142°

297°

13

30 TP 3

TEPLORECHENSKY
1182 TP
N44 09.3 E043 32.0
At or above FL59

SOROL 3
SULOD 3, TP 3
Turn at 1710′ *(664′)*

175°

28 SOROL 3

*583 MW
N44 11.6 E043 09.1
At or above FL79

PEREDOVAYA
1210 PR
N44 07.0 E041 28.0
At or above FL177

SOROL
N43 44.0 E043 10.0
(112° brg to 718 NL)
At or above FL108

N
NOT TO SCALE

❶ 275° from ARP between 5.1 NM and 11.3 NM do not fly south below FL59.

These SIDs require minimum climb gradients of

PR 3
547′ per NM (9%) until N44 18.9 E042 53.5.

SOROL 3
529′ per NM (8.7%) until MW.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
529′ per NM	661	881	1322	1762	2203	2643

If unable to comply advise ATC.

CHANGES: Radar vectoring departure withdrawn; Trans alt raised.

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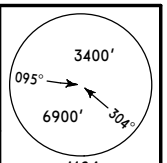
URMM/MRV MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY 17 JUL 09 (10-3F) Eff 30 Jul SID

Apt Elev 1054′

QNH on request (QFE)
Trans level: FL59
FL69 if pressure is less than 704 mm (938.6 hPa)
Trans alt: 4340′ *(3297′)*
Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



ALEGI 1W *[ALEG1W]*, BADKO 1W *[BADK1W]*
SULOD 1W *[SULO1W]*
NIRGA 1W *[NIRG1W]*
BY ATC

RWY 12 DEPARTURES
UNDER RADAR CONTROL

NIRGA
N45 05.1 E043 25.0
At or above FL148

ALEGI
N44 43.5 E043 00.0
At or above FL148

N
NOT TO SCALE

SULOD
N44 35.5 E042 40.0
At or above FL59

37 ALEGI 1W

58 NIRGA 1W By ATC

BADKO
N44 30.7 E043 30.5
At or above FL98

38 SULOD 1W

337°

307°

004°

030°

27 BADKO 1W

117°

*583 MD
N44 15.5 E043 00.5

At 1700′ *(657′)*

❶ 124° from ARP between 1.9 NM and 12.1 NM do not fly south below FL59.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1700′	*(657′ - 200m)*
4340′	*(3297′ - 1000m)*

FL CONVERSION

FL59	*FL1800m*
FL69	*FL2100m*
FL98	*FL3000m*
FL148	*FL4500m*

CHANGES: New chart.

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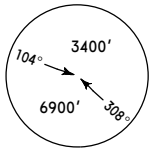
Apt Elev 1054′

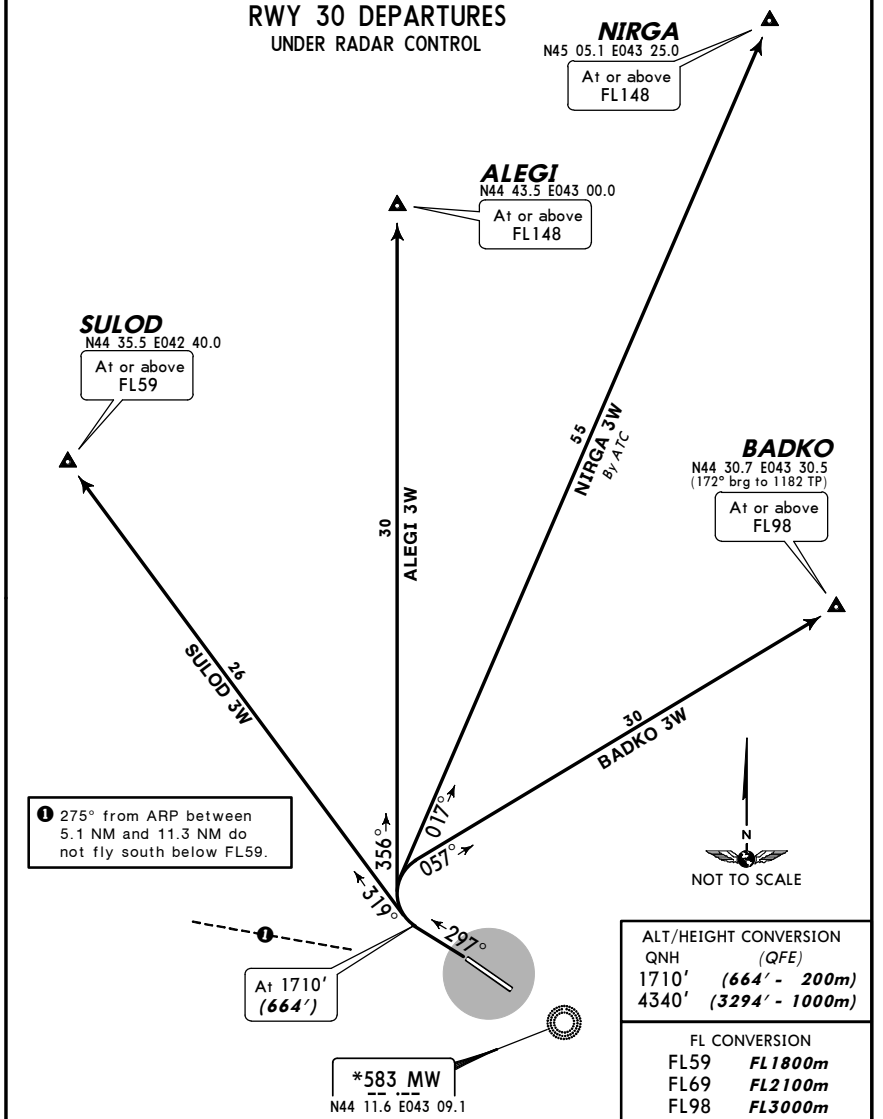
QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704 mm (938.6 hPa)
Trans alt: 4340′ ***(3294′)***
Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



MSA
MW Lctr

ALEGI 3W *[ALEG3W]*, BADKO 3W *[BADK3W]*
SULOD 3W *[SULO3W]*
NIRGA 3W *[NIRG3W]*
BY ATC

RWY 30 DEPARTURES
UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1710′	***(664′ - 200m)***
4340′	***(3294′ - 1000m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL148	***FL4500m***

CHANGES: New chart.

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NOISE ABATEMENT

ARRIVALS

Runway 30

Noise abatement procedures shall be executed by all aircraft. If special meteorological conditions, such as considerable wind, cumulo nimbus clouds etc are present in arrival and approach sectors, ATC unit may, if it is considered necessary for safety reasons, at is own discretion or by a pilot-in-command's request deviate from the provisions stated below.

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:
- if there is ice, slush, water, mud, rubber, oil etc on runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported, or when it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below ILS glide path.
No noise abatement procedure shall envisage the increasing of indicated air speed during descent.
A displacement of THR shall not be used as a noise abatement measure.
AIR-GROUND communication shall be kept to a minimum.
Downwind landing of aircraft taking into account friction coefficient shall be allowed in cases when this direction is optimal for noise abatement over the city or in cases when upwind landing does not provide safety or is prohibited. A tailwind component shall correspond to the norms established in Airplane Flight Manual.

Runway 30 special approach procedure

When reaching a distance of 13.5 ± 1.6 NM from THR pilots shall conduct the flight at 4010′ (2964′ - 900m) maintaining MAX 210 KT. At a distance of 11.9 NM from THR speed shall be reduced to 185 KT ± 10 KT. At 10.8 NM from THR pilots shall lower the landing gear and wing devices into intermediate position at 15-30° angle (speed and angle of wing devices' settings depend on type and mass of aircraft).
After glide path interception and commencement of descent along glide path pilots shall continue to reduce speed to 155 - 160 KT ± 15 KT by the moment of reaching 2530′ (1484′ - 450m) at a distance of about 5.2 NM from THR.
At or above 2530′ (1484′ - 450m) pilots shall terminate to set wing devices into landing position and before reaching 2200′ (1154′ - 350m) and a distance of 3.8 NM from THR complete the stabilization of aircraft in the landing configuration at final approach speed.
At or above 2220′ (1154′ - 350m) and a distance of 4.1 NM the aircraft shall be completely stabilized and the pilot shall maintain fianl approach speed until landing taking into account the aircraft weight.

CHANGES: New page.

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NOISE ABATEMENT

DEPARTURES

Runway 12

Noise abatement procedures during take-off and climbing phase shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

Restrictions

Downwind take-off taking into account friction coefficient shall be allowed in cases when the direction is optimal for noise abatement over the city or in cases when upwind take-off does not provide safety or is prohibited. The tailwind component shall correspond to the norms established in the aircraft Flight Manual.

The minimum indicated air speed during climb shall not be less than V_2 + 10 KT or less than that prescribed in the Aircraft Flight Manual if higher.
Maintaining the minimum indicated air speed of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.
The reduction of power shall not be applied until:
- reaching 2030' (987' - 300m)
- the established standard power mode enables to maintain the established climb gradient of not less than 4% at the above specified speed and with maximum certified take-off mass
- take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

Special take-off procedure

Pilots shall apply two special take-off procedures, NADP 1 and NADP 2. The pilot-in-command may use any of them for reaching necessary effect. (ICAO Doc 8168, Vol 1, Part V, Chapter 3).

REVERSE THRUST

Reverse thrust power with the exception of reverse idle thrust is used for safety reasons only.

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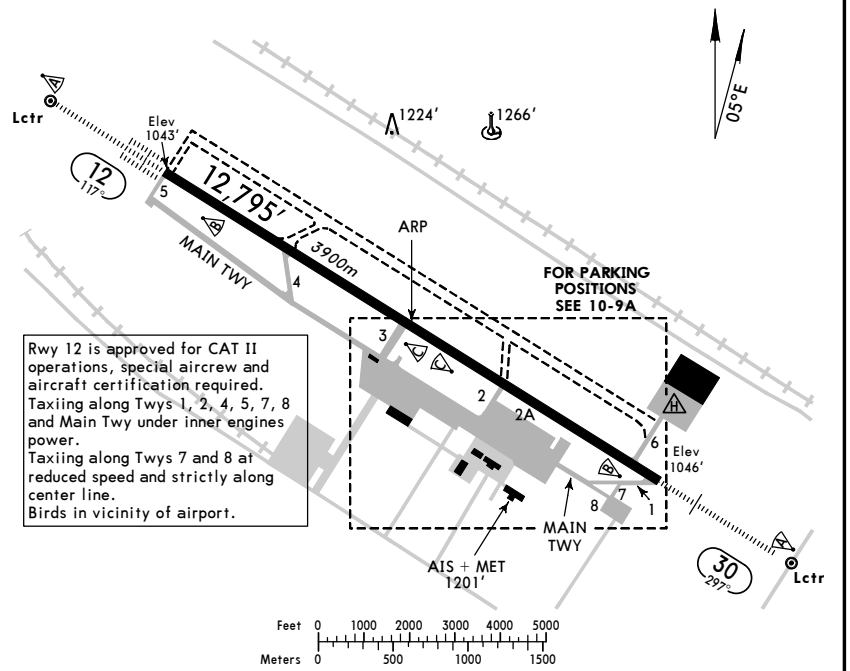
ATIS	MINERALNYYE VODY Taxiing (GND)	Start (TWR)
125.25 (Russian 127.4)	121.9	128.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
12	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(2.67°) RVR		11,614' 3540m		197' 60m
30	HIRL(60m) CL(15m) HIALS PAPI-L(2.67°) RVR		11,647' 3550m		

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	200m (150m)	250m	400m
B			
C			
D	250m (200m)	300m	

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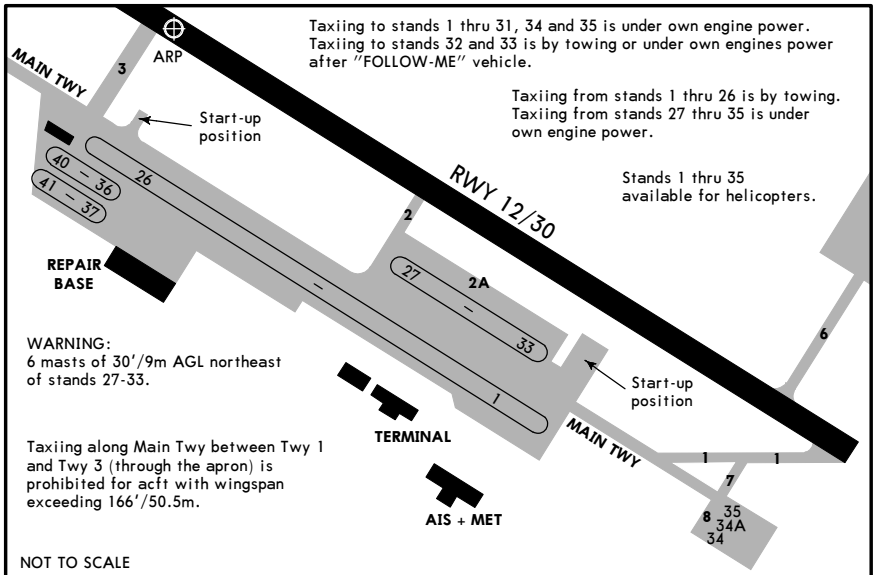
URMM/MRV JEPPESEN MINERALNYYE VODY, RUSSIA

11 SEP 09 (10-9A)

MINERALNYYE VODY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N44 13.0 E043 05.6	27, 28	N44 13.2 E043 05.4
4, 5	N44 13.1 E043 05.5	29 thru 32	N44 13.1 E043 05.5
6 thru 9	N44 13.1 E043 05.4	33	N44 13.1 E043 05.6
10, 11	N44 13.1 E043 05.3		
12	N44 13.2 E043 05.3		
13 thru 16	N44 13.2 E043 05.2		
17	N44 13.2 E043 05.1		
18, 19	N44 13.3 E043 05.1		
20 thru 23	N44 13.3 E043 05.0		
24 thru 26	N44 13.3 E043 04.9		

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures shall come into force when rwy visibility values are less than 1000m and/or cloud ceiling is below 80m. The implementation of LVP will be broadcasted by ATIS: "Low visibility procedures are in force". "Low visibility procedure" mean that an interval between arriving acft is maintained so that the ILS critical area should be vacant after each landing.

Rwy 12 is equipped for CAT II operations, rwy 30 for CAT I operations.
CAT I and II approach procedures shall be implemented under the following meteorological conditions:
Rwy 12 CAT I - ceiling less than 80m and RVR 1000m but not less than ceiling 60m RVR 550m.
Rwy 12 CAT II - ceiling less than 60m and RVR 550m but not less than ceiling 30m RVR 350m.
Rwy 30 CAT I - ceiling less than 80m and RVR 1000m but not less than ceiling 60m RVR 800m.
Landed acft shall report the vacation of rwy when they have passed ILS critical area.

1. Arrival
Vacating of rwy 12 along twy 2 or 1, rwy 30 along twy 4 or 5.
"FOLLOW ME" vehicle shall be applied during taxiing by request.
When visibility is less than 400m or when the flight crew has doubts in taxiing safety, the pilot shall stop the acft and request for the "FOLLOW ME" vehicle.
Acft arriving on rwy 12 shall be met after landing by the "FOLLOW ME" vehicle on twy 2 or 1. Acft arriving on rwy 30 shall be met after landing by the "FOLLOW ME" vehicle on twy 4 or 5. Further taxiing of acft after the "FOLLOW ME" vehicle shall be carried out under control of the taxiing controller.

2. Departure
Towing of acft shall be carried out with navigation and flashing lights switched on. Taxiing of acft on apron and twy, if an escort vehicle was requested, shall be carried out after the "FOLLOW ME" vehicle.
It is prohibited to cross the holding position line on twys 1 thru 6 designated by ILS lighting marking and the established day marking without Tower controller's permission.

CHANGES: None.

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URMM/MRV JEPPESEN MINERALNYYE VODY, RUSSIA

Standard

17 JUL 09
Eff 30 Jul
(10-9S)

MINERALNYYE VODY

STRAIGHT-IN RWY		A	B	C	D
12	CAT 2 ILS	**1143**'(100')	**1143**'(100')	**1143**'(100')	**1143**'(100')
		RA104' R350m	**RA104' R350m**	**RA104' R350m**	**RA104' R350m**
	ILS	**1243**'(200')	**1243**'(200')	**1243**'(200')	**1243**'(200')
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**1480**'(437')	**1480**'(437')	**1480**'(437')	**1480**'(437')
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R2000m	R2000m	R2000m	R2000m
30	ILS	**1246**'(200')	**1246**'(200')	**1246**'(200')	**1246**'(200')
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**1450**'(404')	**1450**'(404')	**1450**'(404')	**1450**'(404')
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 12, 30

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

CHANGES: Minimums.

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URMM/MRV

JEPPESEN
17 JUL 09
Eff 30 Jul
10-9X

JAA MINIMUMS

MINERALNYYE VODY, RUSSIA
MINERALNYYE VODY

STRAIGHT-IN RWY		A	B	C	D
12	CAT II ILS	**1143′**(100′)	**1143′**(100′)	**1143′**(100′)	**1143′**(100′)
		RA 104′ R350m	**RA 104′ R350m**	**RA 104′ R350m**	**RA 104′ R350m**
	ILS	**1243′**(200′)	**1243′**(200′)	**1243′**(200′)	**1243′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1480′**(437′)	**1480′**(437′)	**1480′**(437′)	**1480′**(437′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
30	ILS	**1246′**(200′)	**1246′**(200′)	**1246′**(200′)	**1246′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1450′**(404′)	**1450′**(404′)	**1450′**(404′)	**1450′**(404′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 12, 30

	Approved Operators	LVP must be in Force				
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: Minimums.

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URMM/MRV
MINERALNYYE VODY

JEPPESEN
11 SEP 09
11-1

MINERALNYYE VODY, RUSSIA
CAT II/I ILS or 2 NDB Rwy 12

BRIEFING STRIP

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
125.25 (Russian 127.4)	119.3	120.7	128.0	121.9

LOC IMD	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H)	CAT I ILS DA(H)	Apt Elev 1054′
*111.7	117°	1880′(837′)	1143′(100′)	1243′(200′)	RWY 1043′
NDB MD		**Minimum Alt LOM**	**NDB MDA(H)**		
*583		1880′(837′)	1480′(437′)		

MISSED APCH: Climb on 117° to 1700′(657′), then turn LEFT onto 297° climbing to 3340′(2297′), then as directed.

MSA
MD NDB

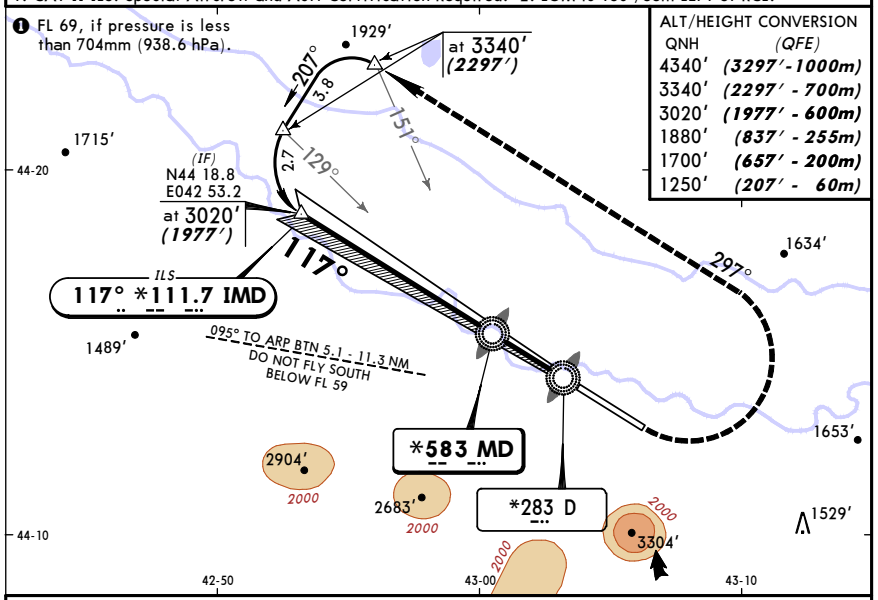
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 59 ❶ Trans alt: 4340′ *(3297′)*

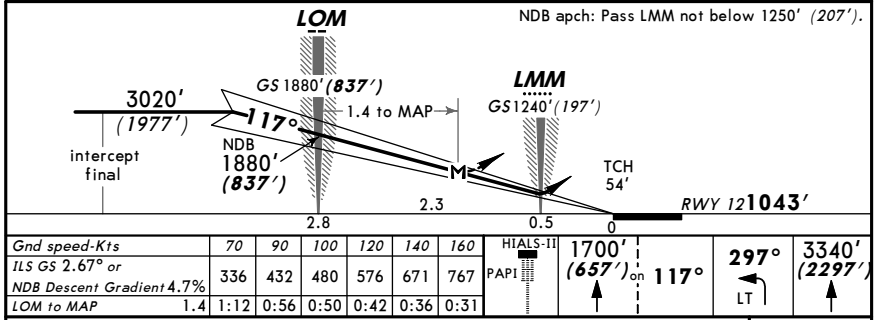
1. CAT II ILS: Special Aircrew and Acft Certification Required. 2. LOM is 180′/55m LEFT of RCL.

❶ FL 69, if pressure is less than 704mm (938.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4340′	*(3297′-1000m)*
3340′	*(2297′ - 700m)*
3020′	*(1977′ - 600m)*
1880′	*(837′ - 255m)*
1700′	*(657′ - 200m)*
1250′	*(207′ - 60m)*





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 1.4	1:12	0:56	0:50	0:42	0:36	0:31

HIALS-II
PAPI
1700′ (657′) on 117°
297° LT
3340′ (2297′)

STRAIGHT-IN LANDING RWY 12

PANS OPS

	CAT II RA 104′ DA(H) 1143′(100′)	ILS CAT I DA(H) 1243′(200′) FULL	ILS CAT I DA(H) 1243′(200′) TDZ or CL out	ILS CAT I DA(H) 1243′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1480′(437′)	NDB ALS out
A	RVR *350m*	RVR *550m* VIS *800m*	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1700m*	*2500m*
B							
C							
D						*2100m*	

CHANGES: ATIS.

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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

11 SEP 09 (11-2)

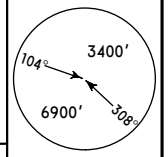
ILS or 2 NDB Rwy 30

BRIEFING STRIP

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
125.25 (Russian 127.4)	119.3	120.7	128.0	121.9

LOC IMW *109.3	Final Apch Crs 297°	GS LOM 1801′ (755′)	ILS DA(H) 1246′ (200′)	Apt Elev 1054′ RWY 1046′	
NDB MW *583		Minimum Alt LOM 1890′ (844′)	NDB MDA(H) 1450′ (404′)		

MSA MW NDB



MISSED APCH: Climb on 297° to 1710′ (664′), then turn RIGHT onto 117° climbing to 3350′ (2304′), then as directed.

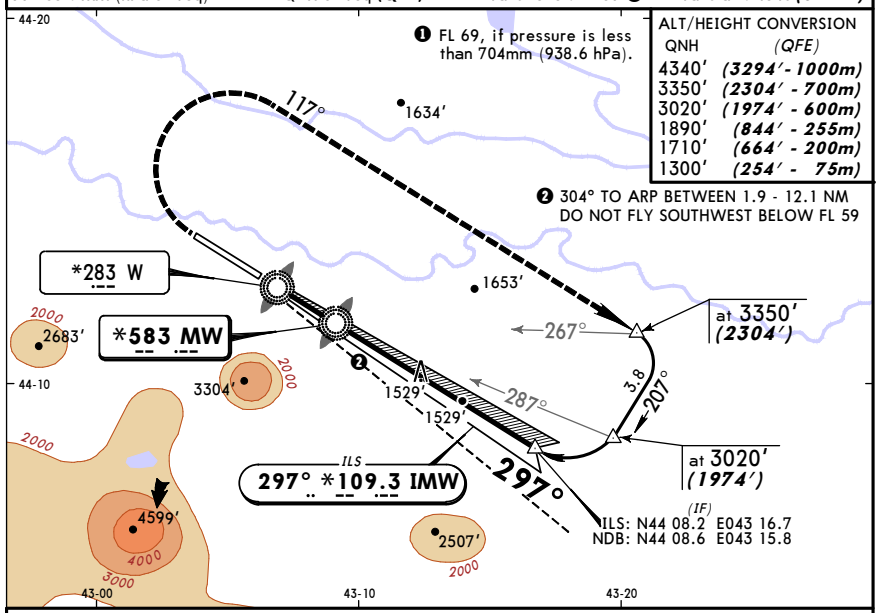
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 ❶ Trans alt: 4340′ (3294′)

❶ FL 69, if pressure is less than 704mm (938.6 hPa).

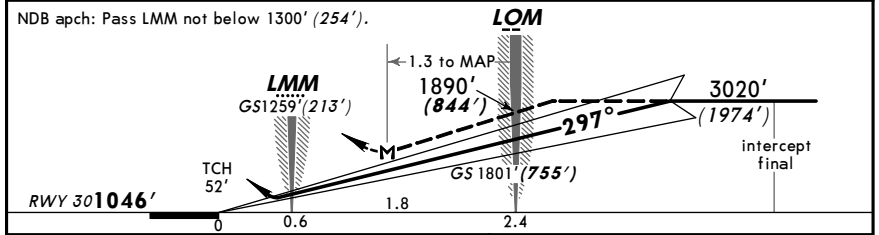
ALT/HEIGHT CONVERSION

QNH	(QFE)
4340′	(3294′ - 1000m)
3350′	(2304′ - 700m)
3020′	(1974′ - 600m)
1890′	(844′ - 255m)
1710′	(664′ - 200m)
1300′	(254′ - 75m)

❷ 304° TO ARP BETWEEN 1.9 - 12.1 NM
DO NOT FLY SOUTHWEST BELOW FL 59



NDB apch: Pass LMM not below 1300′ (254′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67°	336	432	480	576	671	767
NDB Descent Gradient 5.2%	369	474	527	632	737	843
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI

1710′ (664′) on 297°

117° RT

3350′ (2304′)

STRAIGHT-IN LANDING RWY 30

PANS OPS

	ILS DA(H) 1246′ (200′) FULL	ILS DA(H) 1246′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1450′ (404′)	NDB MDA(H) 1450′ (404′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	2000m
B					
C					
D				1600m	

CHANGES: ATIS.

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